

The Hong Kong Telegraph.

No. 120.]

HONGKONG, TUESDAY, NOVEMBER 1st, 1881.

[PRICE—\$16 PER ANNUM.]

Shipping.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland
Ports, should sufficient inducement
offer, and taking through cargo
to New Zealand).

**THE EASTERN AND AUSTRALIAN
STEAMSHIP COMPANY'S STEAMER
"MENMUIR,"**
will be despatched as above, on or
about the 15th November.

For Freight or Passage apply to
**GIBB, LIVINGSTON & Co.,
Agents.**

Hongkong, 29th October, 1881.

Intimations.

HONGKONG FLOWER SHOW.

The ANNUAL EXHIBITION of the
HONGKONG HORTICULTURAL SOCIETY
will be held on THURSDAY and
FRIDAY, the 15th and 16th February,
1882.

In connection with the Flower Show
will be held a POULTRY SHOW,
and Prizes will be offered for classes
of Fowls, Geese, Ducks, Turkeys, and
Pigeons.

For the Schedule of Prizes and Rules,
apply to

CHARLES FORD,
Honorary Secretary.
Hongkong, 28th October, 1881.

TUITION IN THE FRENCH LANGUAGE.

by Monsieur Louis PIRON, aîné;
SINGING (CULTURE OF THE VOICE)
by Monsieur EUGENE PIRON, jeune.
44, Queen's Road.
Hongkong, August 30th 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

Agents,
ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS'
Merchant Navy
Navy Boiled
Long Flax
Crown
CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

THE Undersigned have been ap-
pointed AGENTS to the NEW
YORK BOARD of UNDER-
WRITERS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

LE CERCLE-TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been ap-
pointed AGENTS of the above Company,
are prepared to GRANT POLICIES
on MARINE RISKS to all parts of
the World.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881.

FOR SALE.

A SIX-OARED GIG, good as New, Oars
Bowlocks, and everything com-
plete. The boat is suitable for a House
Boat or Captain's Gig.
Apply at the office of this Paper.
Hongkong, 18th October, 1881.

T. ALGAR AND COMPANY,
HOUSE AND ESTATE
AGENTS.

RENTS COLLECTED.

BROWN, JONES & Co.,
UNDERTAKERS.
MOURNING STATIONERY, &c.
MONUMENTS ERECTED.
9, HOLLYWOOD ROAD.

Intimations.

PHOTOGRAPHY.

BARON STILLFRIED, Photogra-
pher to the Austrian Court, will
REMAIN HERE for Six Weeks or Two
Months. He has now OPENED a
STUDIO next door to the new Char-
tered Bank Building, and invites an In-
spection of his Collection of PHOTO-
GRAPHS, PHOTO-CRAYONS, and WATER
COLOURS.

Hours from 10 to 1, and from 2 to 4.
PORTRAITS, GROUPS, or OUTDOOR WORK,
taken up to the Largest Size.
Hongkong, 27th October, 1881.

**HONGKONG TIMBER YARD,
WANCHAI.**

OREGON PINE SPARS AND LUMBER

always on hand.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881.

FOR SALE.

A DOUBLE-BARREL FOWLING-PIECE
(muzzle-loading), Patent Snap
Action, Twist Barrels, side-action
Locks; in leather case, with Shot
Pouch and Powder Flask. Price, \$10.
Apply at the Office of this Paper.
Hongkong, 25th October, 1881.

ECA DA SILVA & Co.
GENERAL COMMISSION AGENTS
AND AUCTIONEERS.

IMPORTERS OF PARISIAN
GOODS, SPANISH WINES, AND
GENUINE HAVANA CIGARS.

Special line in Fancy and Plain
SATIN, SILK, and LACE DRESSES.
A variety of Ribbons, TRIMMED
COSTUMES, from the first houses
in Paris.

Elegant Dressing & Morning
GOWNS.

BATHING DRESSES in the latest
Style.

MUSLIN SHAWLS, CRAVATS,
and FICHUS.

An assortment of Fine FRENCH
CORSETS.

Ex recent Mail Steamers.

Ladies' and Children's STRAW
HATS in great variety.

PARASOLS and UMBRELLAS.

RIBBONS and SASHES of every
description.

Silk and Lisle Thread STOCKINGS.

COLLARS and CUFFS in latest
Fashions.

SATIN and KID SHOES.

White and Colored KID GLOVES.

Gentlemen's SILK and SATIN
SCARVES.

French BOOTS and SHOES.

A large collection of Elegant Art-
icles suitable for presents, from the
Grand Magasins du Louvre.

Piesse & Lubin's Celebrated
PERFUMES.

The most varied collection of Fancy
Goods in the Colony.

SHERRIES of the Finest Quality
at extremely low prices.

Note the address, 43, Queen's-road
Central.

Hongkong, 15th June, 1881.

NOTICE.

GOODS received on STORAGE, at
the Blue Building Godowns,
Marine Lot 65, Prayer East, and ad-
vances made on the receipt.

For the MEEKES Godown Co.,
J. M. GUEDES, Junr.

Hongkong, 3rd October, 1881.

NOTICE.

I Have this day established myself
as Merchant and General Commis-
sion Agent, under the style of W. G.
HUMPHREYS & Co.

W. G. HUMPHREYS.
Bank Buildings,
Hongkong, 1st October, 1881.

Intimations.

**THEATRE ROYAL,
CITY HALL,**
FOR TWO NIGHTS ONLY.

Under distinguished Patronage.

**THE AMATEUR DRAMATIC
COMPANY of H.M.S. Comus** will
give an Entertainment on
MONDAY AND TUESDAY,
November 7th and 8th,

IN AID OF THE
"SEAMEN AND MARINES'
ORPHAN HOME."

The Performances will commence with
a Comedietta in one Act, by T. J.

WILLIAMS, Esq., entitled

"I'VE WRITTEN TO BROWNE"

To be followed by

STEP-DANCING AND RECITATIONS.

The whole to conclude with a Laugh-
able Farce, in one Act, entitled

"A REGULAR FIX."

Doors open at 8.30, to commence at
9 p.m. sharp.

By kind permission of Colonel Geddes,
the Band of the Royal Inniskilling
Fusiliers will be in attendance.

PRICES OF ADMISSION:

Dress Circle..... \$2.00

Pit..... \$1.00

Tickets may be obtained at Messrs.
Lane, Crawford & Co's, where a plan
of the Theatre may be seen; and at the
Doors on the nights of the Performance.

For further Particulars see Programme
Bills.

M. EDWARDS, General Manager.
Hongkong, October 31st, 1881.

G. FALCONER & Co.,

WATCH AND CHRONOMETER
MANUFACTURERS

AND
JEWELLERS.

NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL.

Chs. J. GAUPP & Co.

CHRONOMETER, WATCH, AND

CLOCK-MAKERS,

Jewellers, Silver-smiths, and

Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents

for Louis Audemars' Watches;

awarded the highest Prizes at every
Exhibition;

and for Voigtlander and Sohn's
Celebrated OPERA GLASSES,

MARINE GLASSES, and SPYGLASSES
No. 38, Queen's-road Central.

Afong, Photographer,

HAS A LARGER COLLECTION of
VIEWS than any other in
CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all
other Styles of Portraits at equally
moderate prices executed under the
supervision and management of

D. K. GRIFFITHS,
Studio 8, Queen's-road.

William Schmidt & Co.

GUNMAKERS, &c.

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites
of every description.

Arms Repaired, Cleaned, or Converted
at moderate charges.

Sporting Guns and Ammunition
always on hand.

For Sale.

SAYLE & CO.'S SHOWROOMS.

WINTER FASHIONS.

SAYLE & Co. intend making their

SECOND SHOW

T-O-MORROW, NOVEMBER 1st,

and following days:

ALL NEW GOODS—Special Novelties for the Season direct from
Paris and London.

MILLINERY AND DRESSMAKING IN ALL ITS BRANCHES.

N.B.—The CHRISTMAS TOYS have arrived, also a variety of TENNIS
BADMINTON, and CROQUET SETS.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 31st October, 1881.

KELLY & WALSH

HAVE JUST LANDED, in very FINE CONDITION,
AMERICAN CIGARETTES:

CAPORALS,

SWEET CAPORALS,

HALF CAPORALS.

In boxes of 500 for \$4.00.

TURKISH CIGARETTES, ODESSA CIGARETTES,
MALTESE CIGARETTES.

CIGARETTE PAPER.
JOB, PAPIER PERSAN.

Also on hand HAVANA CIGARS of the very BEST BRANDS.

MANILA CIGARS AND CHEROOTS.

PRINCESSAS, in boxes of 500. LONDRES, in boxes of 100.

CAVITES, in boxes of 500. VEGUEROS, in boxes of 100.

PENANG CIGARS.

GENERAL PELS, in boxes of 100.

TOBACCOS.

HAPPY THOUGHT.

STAR MIXTURE.

GOLDEN EAGLE.

DOLLAR BRAND.

TURKISH CIGARETTE TOBACCO.

SAMSON, in 1 lb. and Half-pound Tins.

SMYRNA, in 1 lb. and Half-pound Tins.

KELLY & WALSH, QUEEN'S ROAD.

Hongkong, 29th October, 1881.

BY SPECIAL APPOINTMENT TO

H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China,

Is now showing a large and well selected Stock of Black and Blue
BROADS and DOESKINS.

VENETIANS, CASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite
for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

ED. CHASTEL & CO.,

WINE MERCHANTS,

Marine House, 15, Queen's-road.

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and
pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE
MARTELL, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.

CHATEAUBREUSE, CURAÇOA, MARASCHINO.

Price list on application.

A. S. WATSON & Co.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,

AND
Manufacturers of the following
AERATED WATERS, viz:
SODA, TONIC, SASSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast
Orders.

HONGKONG DISPENSARY,
HONGKONG.
SHANGHAI PHARMACY,
SHANGHAI.
CANTON DISPENSARY,
CANTON.
THE DISPENSARY,
FOOCHOW.

THE
Hongkong Telegraph.

HONGKONG, 1st NOVEMBER, 1881.

HISTORY tells us that Queen Mary, of England, of infamous memory, was so stricken with remorse during the later days of her life, at the loss of Calais to the English, that she frequently gave expression to the belief that after she was dead the word "Calais" would be found indelibly written on her heart. The sincerity of Mary's regrets may well be doubted, as history tells us nothing of her repentance for the 200 human lives sacrificed, inhumanly burnt at the stake for their faith, during the five years the daughter of Catherine of Arragon and Butcher Henry, and her priestly accomplices Gardiner and Bonner, cried for the faggots and the stake, and made England a veritable hell upon earth. Her regrets for the loss of Calais may or may not have been genuine, but in any case, her idea that it was such a lasting dishonour to England, caused by her pusillanimity or treachery, as to indelibly write the name of the old "key of France" on her heart, was an excellent one, which has deservedly passed into a common phrase. If it be possible for a mean action to engender such a lasting regret on the most callous mind, as to leave an indelible impression on the human heart impervious to death itself, the most recent, and an exceedingly worthy successor to Bloody Mary in this respect, ought to be Mr. John Williams, late master of the ill-fated *Bolton Abbey*. When this gentleman leaves the anxieties and cares of this terrestrial sphere for the great unknown, if the name *Bolton Abbey* is not written on his heart, it ought to be;—and thereby hangs a tale, which for the benefit of our common humanity, we now fairly and honestly, without favour or prejudice, lay before the community of Hongkong, and the whole civilised world.

The British barque *Bolton Abbey* 1,195 tons, of Liverpool, owned by Messrs. J. Poole & Co. of that port, and commanded by Captain John Williams, while on a voyage from Newcastle N.S.W. to Manila, was dismasted in a typhoon on August 23rd in lat. 17.35 N. long. 127.56 E. and afterwards ran aground on the Pratas Reef on September 30th and became a total wreck. The particulars of the wreck were published in the *Hongkong Telegraph* on October 11th, and the proceedings of a Marine Court of Inquiry held at the Harbour Master's Office on October 17th were also fully detailed in the other local newspapers, so that the public must be pretty well acquainted with the general details of a case which has already caused a good deal of discussion in the colony. We must preface the following recital of events, and ex-

pressions of opinion, with the assertions that we have no personal interests in getting up sham subscriptions, or in publishing unfounded statements respecting the same, which is the mode adopted by some other newspapers in the belief no doubt that by so doing they are studying the interests of the public; and we also utterly disclaim any desire to bear harshly upon persons who may be prejudicially affected by the circumstances we are about to relate.

After the *Bolton Abbey* struck and commenced to break up, the crew, with the exception of the carpenter, steward, and two able seamen, who were drowned in the attempt to get ashore, safely reached the reef, from whence they were rescued by Chinese junks, on board of which they were treated with such great kindness by the Chinese fishermen, as to elicit well deserved encomiums from all sides. On this subject our report, received from the chief officer of the *Bolton Abbey* says:—"great praise is due to the owners of the Chinese junks for their kindness to the shipwrecked men; and it is to be hoped that some efforts will be made to suitably reward them for their humanity." The Marine Court of Inquiry, of which Capt. H. G. Thomsett, Harbour Master, was President, considered that "much praise is due to the crews of the junks on Pratas Shoal Lagoon for the able and willing assistance they rendered to the shipwrecked crew." As a matter of fact it would appear on the evidence already published that these poor Chinese fishermen believed with Robert Burns that—

Affliction's sons are brothers in distress;
A brother to relieve, how exquisite the bliss.

Now for the practical side of the picture. Captain Williams, and the officers and crew of the good ship *Bolton Abbey* have been rescued from certain death by Chinese fishermen, and are being hospitably entertained by these so-called heathens. Captain Williams is naturally anxious to get to the nearest English port, so immediately opens negotiations with the master of junk No. 479 H. for the conveyance of himself and crew to Hongkong. Only one man in the fishing junk could speak English, and through him an arrangement was eventually arrived at. Captain Williams was disposed to be liberal, and is said to have offered the junk master a sufficient sum to clear his expenses for a whole year. It must be understood that the junk was down at the Pratas on the usual half-yearly fishing excursion, and that every arrangement had been made to carry on their fishing business, so that consenting to come straight back to Hongkong meant a vast deal of expensive preparations, and a total abandonment of their fishing prospects. The master of the junk, Chan Pat, expressed his willingness to bring Captain Williams and his crew to Hongkong for the sum of \$2,000, to which the master of the *Bolton Abbey* at once agreed, unconditionally. The Chinese are exceedingly fond of having a written guarantee in their transactions with Europeans, and Captain Williams was requested to give a written promise to pay the sum agreed on when he arrived in Hongkong. He did so in the following terms:—

I, John Williams, Master of the late barque *Bolton Abbey*, do hereby agree with the master of junk No. 479 H. on his condition of his landing us the crew of the above barque (20 men) in Hongkong to allow him a sum equal to his loss in fishing, and for the passage of the above crew to Hongkong to be decided by the Harbour Master in the above port.

J. WILLIAMS, Master.

N. LILLIA, Mate.

Pratas Reef, Oct. 4, 1881, Tuesday.

The Chinese could not of course read, and Captain Williams, doubtless as an *arrière pensée*, appears to have slightly altered the terms of the agreement without, however, thinking it worth while to inform Chan Pat of such alteration.

The next movement made by the Chinese was to endeavour to procure

some beef for the shipwrecked men from the *Bolton Abbey*, and a small boat with two of the fishermen was despatched on this errand. The sea was running high, and as the boat was never seen again, there can be no doubt that she was lost, and two Chinese lives sacrificed in this attempt to benefit European sailors. For four days Captain Williams and his crew remained on the fishing junk, while the necessary extensive preparations were being made on board to abandon their fishing for the voyage to Hongkong. At the last moment the crew of the junk, who had been engaged for a season's fishing, declined to proceed to sea unless they received some "cumshaw" for the trouble and extra risk they would naturally have to encounter, and suggested \$20 per man as an adequate recompense. Captain Williams consented to this request, and agreed in addition to the \$2,000 to the master of the junk, to give each man a present of \$20. As in the former instance an afterthought would appear to have in some measure tempered his generosity as the following document, handed to the Chinese, plainly indicates:—

The crew of the junk No. 479 H. being obstinate, and will not proceed to sea require me to sign an agreement to allow them the sum of 20 dollars for their loss in fishing for each man. We have now been on board 4 days from the time I lost the vessel, and no sign of making a move, so I have promised if the Harbour Master in Hongkong thinks fit to allow them something for their loss in fishing, I will be agreeable to any decision he may arrive at.

J. WILLIAMS, Master late
Bolton Abbey.

N. LILLIA, Mate.

Pratas Shoal, Oct. 8th, 1881.

It is now a matter of history how the junk left for Hongkong, and was picked up by H.M.S. *Kestrel* at Green Island, where the men were transferred to the gunboat, and both vessels came on to this port, the junk arriving five hours before the *Kestrel*. And now comes the sequel, which ought to bring a blush of shame to every honest English cheek. Captain Williams was loud in his praises of the conduct of his preservers, he was lavish to extravagant generosity in giving estimates as to what these gallant Chinamen merited—from the Government,—but he was generous in nothing else. The master of the junk, an old grey-headed man, who does not understand one word of English, was taken before Captain Thomsett, our Harbour Master, agreements and promises were entirely disregarded, and for reasons which we cannot even guess at, that functionary took it upon himself to award this Chinese fisherman, with his crew of 19 men, who at peril of their own lives had rescued 20 English sailors from starvation or a watery grave; who had abandoned fishing prospects involving a heavy pecuniary loss in order to convey the shipwrecked mariners to the nearest port, the paltry sum of four hundred dollars. Let the whole world know how generous English officials can be when dealing with poor half-civilised fishermen, who have acted like heroes. Let it go forth through every port in the universe that Captain Thomsett, Harbour Master of Hongkong, estimates the value of 20 English lives—rescued at great personal risk, fed and sheltered in a manner which our common humanity must respect and applaud, and brought from the scene of their shipwreck—where two Chinese lives were lost in their service in an attempt to to procure them the necessities of life—at great expense and pecuniary loss—at four hundred dollars. Let it be published in every newspaper in the four quarters of the globe that Captain John Williams, of the *Bolton Abbey*, after owing his life, and the lives of his crew to the heroism and humanity of a score of Chinese fishermen, failed to carry out, when safe under the protection of the British flag, agreements made with his deliverers in the hours of his adversity; shuffled ignominiously

out of promises which gratitude should have rendered sacred—because Captain Thomsett, Harbour Master of Hongkong estimated services which no amount of money can adequately repay, at the sum total of dollars four hundred.

We have seen Captain Williams on the subject. He acknowledges that he promised the Chinese the stipulated sums, namely, \$2,000, and \$20 as a "cumshaw" to each one of the sailors, and excuses himself for breaking these promises because Captain Thomsett thought \$400 was an ample recompense for all the services rendered. We have seen Mr. Lillia, late chief officer of the *Bolton Abbey*. He considers that the Chinese have been very unjustly treated, and that, altogether apart from the agreements, \$1,000 to the master of the junk, and \$20 to each of the men would barely have been sufficient recompense for expenses incurred and loss of time. He makes no allowance for saving of life, but considers that it is the duty of the Government to handsomely reward the Chinamen for their great services to himself and shipmates. We have heard from the second officer, and have seen the boatswain, and five of the seamen, all of whom voluntarily declare that the manner in which the Chinese have been treated is a disgrace to Englishmen. The boatswain, a most respectable looking, and well informed man, who has left the colony in the *Glenorchy*, and who is in possession of the highest testimonials from Captain Williams, both as to character and ability, called at our office on Sunday and certified as follows:—

I hereby certify that I heard Captain Williams of the British barque *Bolton Abbey* agree to pay the master of the Chinese junk the sum of Two Thousand Dollars (\$2,000) to convey himself, officers, and crew to Hongkong from the Pratas where the vessel was lost. There was no mention whatever made as to the matter being left to the Hongkong Harbour Master, and the paper which Captain Williams wrote out, was understood by the Chinamen, as well as by the members of the crew of the *Bolton Abbey* to be simply an agreement to pay Two Thousand Dollars. I further wish to certify that the whole of our crew owe their lives to the Chinese, who behaved to us throughout in the kindest manner possible. I am leaving for London by the steamship *Glenorchy*, and in giving this certificate am only anxious in the interests of all seafaring people that the public of Hongkong should understand that the Chinese have been very badly requited for their kindness and great services rendered to the officers and crew of the shipwrecked vessel.

(Signed) JOHN BYERS, Boatswain
late *Bolton Abbey*.

Hongkong, 30th Oct., 1881.

We really should like to know if it is a portion of our Harbour Master's duty to act as Arbitrator in matters of this, or any other description! We have a right to know, as the Harbour Master is a Government officer, a servant of the public. Captain Thomsett, with especial reference to this case, states that the junk-master, when he appeared before him agreed to accept his decision as to the amount of remuneration to be paid, and that he awarded \$400, which he considers a fair remuneration to captain and crew for services rendered. The junk-master, who was entirely in the hands of Captain Thomsett's interpreter, denies that he agreed to anything of the kind; states that the interpreter overawed him and told him that if he did not accept the award he would not receive anything at all, and assures us that his expenses and losses in connection with the crew of the *Bolton Abbey* have already exceeded \$700. He further assures us that he at first refused to accept \$400 from Messrs. Holliday, Wise, & Co.'s compradore, as the Captain had, even after Captain Thomsett's decision, promised him a larger sum, but as the compradore told him he would have to wait a long time for payment of anything if he did not accept the \$400 as he could not sue the Captain for anything at all, it being "a good piggin," he took the money, and afterwards took legal advice. Whatever legal claim he may have had at

any time, the acceptance of the \$400 awarded by Captain Thomsett, although received under protest, and in actual ignorance that this sum was the total recompense he was to receive, according to the lawyer who was consulted, put him out of court. And there the matter stands.

We have no wish to cavil at Captain Thomsett's award, however, much as we may differ with that gentleman's estimated value of the lives of English sailors, as we cannot doubt that his decision, however ridiculous it may appear, was conscientiously arrived at. We will not utter a harsh word as to Captain Williams' practical repudiation of agreements which ought to have been held sacred. We will make no spurious appeal to the public to come forward, and show these Chinese fishermen how an English community can appreciate and reward gallantry and devotion, no matter where it may be shown nor by whom. But we do feel justified in calling the attention of His Excellency the Governor to the particulars of this case, in the hope that he may see fit to order an investigation to be made to corroborate our statements, so that some recognition may be made to these men for their eminent services to the great cause of common humanity. This can easily be done, and we think that our boasted civilisation,—to say nothing of our maritime relations with China, and our duty to other British sailors who may be cast away on the Chinese coast—demands that it should be done, and without the slightest delay.

LOSS OF THE AMERICAN SHIP
"HUMBOLDT."

The British steamer *Gordon Castle*, Captain Waring, arrived here to-day from London and Singapore, and brought the wrecked crew of the American ship *Humboldt*, who were taken off an island on Sunday last, known as Lincoln Island. The *Gordon Castle's* report, says:—Sunday, October 30th, observed something on Lincoln Island, which was afterwards made out to be a vessel on shore and on closer examination discovered a tent erected and flags flying. The captain immediately directed the ship's course towards the island, and, after stopping the engines, lowered the starboard lifeboat manned by the second officer and six seamen. The boat afterwards returned with 17 persons, survivors of the crew of the American ship *Humboldt*, which was wrecked there on the 22nd October.

The *Humboldt*, Captain Reynolds, sailed from Shanghai on the 18th of October, bound for New York, and experienced bad weather which culminated in a typhoon, and the vessel struck, on the night of the 22nd, on Lincoln Island, one of the Paracel Group, and became a total loss. The second mate, and two Chinese, the cook and steward, were drowned.

Captain Reynolds and the castaways from the *Humboldt* are all land in the their praises of Captain Waring and his officers for the kind treatment and attention they received immediately they were taken on board the *Gordon Castle*.

The British steamer *Nelson* goes to Aberdeen, and the barque *Souvenir* to Kowloon Docks this afternoon. H.M.S. *Comus* will undock at the Cosmopolitan early to-morrow morning, and the *Activ* and *Pernambuco* will take her place in dock.

The annual interesting Cricket match the Club v. the Army and Navy, will be commenced this afternoon at two o'clock, and continued to-morrow. The Club have won the toss and will go first to the wickets. By kind permission of the Colonel and Officers, the band of the Royal Artillery will perform on the ground to-morrow afternoon. Lieut. Friend, of the Royal Engineers, who is about to leave the Colony, will exhibit his correct form at the wicket for the last time in this match.

Telegrams for Bangkok can go forward by mails closing at Singapore at two p.m. and five p.m. to-morrow, 2nd instant.

We have heard a rumour that a popular and well known actor in our local sports about to leave us for home will be presented after the Cricket match to-morrow with a souvenir of Hongkong by a few of his companions who have so often joined him in friendly rivalry.

The Northern Territory Times (Port Darwin) says—"Our Evangelist made poor progress up country. Whenever the Chinamen saw him they made tracks. They said, 'We give em too much oomshaw last year, no give em this year.' From a few Chinese, who spoke pretty good English, our information discovered, 'they no want him again.'"

We would draw public attention of an advertisement in another column where it is announced that "Willard's Wanderers" will give a series of performances at the City Hall. The company brings with it good credentials of its favourable reception elsewhere. The opening performance is on Saturday next.

The second instalment of subscription griffins, four in number, arrived here this morning by the steamship Peking. So far as appearances go they are a vast improvement on the first lot; in fact, they are the most powerful looking subscription ponies we have ever seen in Hongkong. They are two greys, a bay, and a chestnut. The drawing will take place during the afternoon.

According to a telegram dated London, October 30th, the French troops are announced to be advancing on Kairwan. Kairwan or Kairoan, is a city of Northern Africa, 80 miles S.E. from Tunis. The great mosque here is considered to be the most magnificent, and the most sacred in Barbary. The population of Kairwan, which in the 9th century was the capital of the Arab dominions in Africa, is estimated at over 40,000.

Another message has been received, which states that the Irish tenants are paying their rents. As non-payment would have meant forcible eviction, we think the tenants were wise in ante-up without forcing the authorities to proceed to extreme measures. The telegram received the other day would appear to be true after all. Payment of rents is certainly good evidence on which to found a belief that "Ireland is calming down."

The following literary and logical curiosity appears in this morning's Daily Press:—"The Princes are expected to arrive here on the 23rd December, in which case their Royal Highnesses will of course be here over Christmas." How can people say in the face of such evidence of genius, that our morning contemporary has lately become so feeble as to be beneath contempt? They do say it, nevertheless. We announced the probable date of the Detached Squadron's arrival at Hongkong, on October 29th.

The Daily Press has at last tardily acknowledged that their report concerning H.E. the Governor and Dr. Eitel published on the 26th October, was unfounded. Our morning contemporary has a funny method of acknowledging errors. In this case he "eats the leak" as follows:—"The rumour we stated to be in circulation a few days ago, to the effect that the Governor had intimated to Dr. Eitel that his services as Private Secretary would no longer be required, was unfounded." As a matter of fact the Daily Press never stated that there was any rumour in circulation. The offensive and lying paragraph read thus: "The Governor has not wasted much time since his return in affording food for gossip, for we now hear that His Excellency has intimated to Dr. Eitel that the services of the latter as Private Secretary will no longer be required." It is rumoured that the morning print declined to contradict the false statement until pressure was brought to bear, i.e., the alternative of figuring before Mr. Justice Russell. What about the well meaning person who furnished the Press with the information?

The Shanghai Autumn Race Meeting will commence to-morrow, the 2nd instant, and be continued over the three following days. Our latest advices give us the impression that the stable presided over by Mr. Oscar Brandt will be dangerous throughout the meeting, although that estate general has a wholesome dread of Prejudice, and Mr. Kelly's splendid chestnut griffin Roso. We hope to receive the results of each day's races by telegraph.

The Race Course was formally opened this morning for the ensuing racing season. The weather was simply delightful, but after the cares and worries of Stock Exchange settlements, and the hard work attendant upon the departure of the English mail, a very small number of sportsmen patronised the Grand Stand. Our new Clerk of the Course was early on the scene of action, and the way he "went" for "Taylor" on account of the wet paint on the coffee table, may be taken as an indication that he is not advocate of the *sauvier in mode* line of policy in dealing with the wily heathen. About a dozen enthusiasts came up to time, but proceedings round the newly painted cooffee were rather lugubrious, the smell of Taylor's patent paint apparently having a most depressing effect. Half a score of the recently arrived subscriptions griffins and the old pony Lord of the Isles were walking about in the enclosure, but not a single moke ventured on the course. When the match is erected, and the griffins have got over their usual course of medicine, we shall no doubt have to report some interesting "doings of the cracks."

COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.

The monthly settlements on the Stock Exchange were got through yesterday almost without a hitch; in fact, a more satisfactory settling day has seldom been seen since the commencement of the plunging era. Transfer business has of course been generally suspended for a time, although one or two feeble efforts have been made this morning to re-open negotiations in Banks, Dock, Sugars, and other local stocks. The first named is still quoted at 114 per cent premium, but would be purchasers display no anxiety to come to terms at that rate. Docks are in a similar plight at 80 per cent. premium, but a change for the better or for the worse may be confidently looked for as soon as the levitations renew hostilities. Sugars could be obtained at 100, but not in large lots we think, and this stock certainly wears a healthier look than has been the case for some time past. Hotels remain nominally at 104 per share, but if there were buyers in the market, they could be accommodated, we feel certain, from some quarters at a slightly reduced rate. Steamboats are slightly weaker, as there are now a few shares on offer at 24 per share premium, whereas they were very firm with buyers at that rate, a day or two ago. Hongkong Fires also show symptoms of increased weakness, the shares alluded to yesterday as being for sale at 930, having failed to find a customer. Nominal quotations of all other stocks are appended as usual.

SHARES.

Hongkong and Shanghai Banking Corporation—114 per cent. premium, Sellers.
Union Insurance Society of Canton—\$1,550 per share.
China Traders' Insurance Company—\$1,600 per share.
North-China Insurance Company—Tls. 1,125 per share.
Yangtze Insurance Association—Tls. 330 per share.
Chinese Insurance Company—\$307½ per share, sellers.
Man On Insurance Company, Limited—\$25 per share premium.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$930 per share, Sellers.
China Fire Insurance Company—\$275 per share.
Hongkong and Whampoa Dock Company—30 per cent. premium, Sellers.
Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$104 per share.
China Sugar Refining Company, Limited—\$160 per share, Sellers.
China Sugar Refining Company (Debenatures)—3 per cent. premium.
Hongkong Ice Company—\$128 per share.
Hongkong and China Bakery Company, Limited—\$50 per share.
Chinese Imperial Government Loan of 1878—1½ per cent. premium, ex interest.
Chinese Imperial Government Loan of 1881—3½ per cent. premium.

EXCHANGE.

On LONDON—Bank Bills, T.T. 3/8½
Bank Bills, at 30 days sight 3/9
Bank Bills, at 4 months sight 3/9½
Credits, at 4 months sight 3/9½
Documentary Bills, 4 months sight 3/9½
On PARIS—Bank Bills, on demand 4.69
Credits, at 4 months sight 4.88
On BOMBAY—Bank, T.T. 224½
On CALCUTTA—Bank, T.T. 224½
On SHANGHAI—Bank, T.T. 73½
Private, 30 days sight 74½

SHIPPING INTELLIGENCE.

ARRIVALS.

Oct. 31, AGNES MUIR, British ship, 901, J. Lowe, Hamburg 31st June, General.—Arnhold, Karberg & Co.
Oct. 31, WILLIAM MACKINNON, Dutch steamer, 1,323, J. Oreille, Batavia 1st October, Sourabaya, 10th, Macassar 15th, Gorontalo 21st, Manila 28th, and Macao 31st, General.—Jardine, Matheson & Co.
Oct. 31, DANUBE, British steamer, 561, A. Olanchy, Bangkok 22nd Oct., General.—Yuen Fat Hong.
Nov. 1, PEKING, British steamer, 954, G. H. Drawes, Shanghai 20th October, General.—Siemssen & Co.
Nov. 1, BRUTUS, German steamer, 460, Voegel, Haiphong 20th Oct., General.—Wieler & Co.
Nov. 1, TAMSUI, British steamer, 919, J. White, Chinkiang 28th Oct., General.—Butterfield & Swire.
Nov. 1, CHEN-TO, Chinese gunboat, from a cruise.
Nov. 1, GORDON CASTLE, British steamer, 1,320, W. Waring, London 18th Sept., Penang and Singapore 25th October, General.—Adamson, Bell & Co.

DEPARTURES.

Oct. 31, KHIVA, British steamer, Singapore, Bombay, &c.
Oct. 31, ANOMISES, British steamer, for Shanghai.
Oct. 31, KANG-CHI, Chinese steamer, for Hoihow, &c.
Oct. 31, HIMALAYA, British steamer, for Swatow, &c.
Oct. 31, DIAMANTE, British steamer, for Amoy.
Nov. 1, TAMSUI, British steamer, for Canton.
Nov. 1, PEKING, British steamer, for Canton.
Nov. 1, LILY, British gunboat, for a cruise.

PASSENGERS.

ARRIVED.

Per Wm. Mackinnon, steamer, from Batavia, &c., 3 Chinese.
Per Brutus, steamer, from Haiphong, 6 Chinese.
Per Danube, steamer, from Bangkok, 80 Chinese.
Per Peking, steamer, from Shanghai, Messrs. W. H. Poate, G. Booth, and R. Hough.
Per Gordon Castle, steamer, from London and Singapore, Mr. Stoutenburgh from Suez to Shanghai.

DEPARTED.

Per P. & O. steamer Khiva, from Hongkong for Singapore.—Mr. and Mrs. H. H. Cassum.
For Malta.—Lieut. Colonel H. Rooke, R.A.
For Southampton.—Messrs. R. F. Noel Clarke, O.S.D., Henry J. Ooape, A. C. Pannel, Robert Milne, and Nav. Lieut. Chas. C. Jeffrey and 9 Naval Invalids.
From Yokohama for Singapore.—Mr. McCaid.
For Trieste.—Mr. Kunst.
For Malta.—General and Mrs. Mitchell.
For Brindisi.—Mr. and Mrs. Townley.
For Southampton.—Mr. and Mrs. Hunt and 3 children.
From Shanghai for Penang.—Mr. J. Smith.
For Bombay.—Mr. J. Samuel.

REPORTS.

The British steamer Peking, from Shanghai, reports had light variable winds throughout the voyage.
The British steamer Tamsui, reports from Shanghai, had fresh N.E. winds to Chapol Island; thence to port moderate Easterly winds and fine weather.
The Dutch steamer Wm. Mackinnon, from Batavia, &c., reports had strong N. breeze under Luzon Coast; and from thence strong N.E. breeze till arrival.
The British steamer Danube, reports:—Left Bangkok on 22nd October had light winds and fine weather to 15. N. from thence to port strong N.E. wind and heavy sea. Passed barque Hotspur, off Pulo Tangjay, bound South.
The British steamer Gordon Castle, Captain Waring, reports:—Left London, September 18th and had heavy gale crossing the Bay Biscay from W.S.W. on the 20th and 21st; passed Gibraltar on 23rd and Malta 27th; arrived at Port Said on 30th and left on 1st October. Arrived at and left Suez on 3rd, having light winds and fine weather; arrived at Penang on 21st, and left on 22nd; arrived at Singapore on 24th, left on 26th, having light winds and fine weather up to 29th; then strong breeze and high N.N.E. till arrived in port.

HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. FALCONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 31st Oct. & 1st Nov. 1881.
BAROMETER—1 P.M. 30.114
Do. 4 P.M. 30.092
THERMOMETER—1 P.M. 74.
Do. 4 P.M. 78.
Do. 1 P.M. (Wet bulb) 70.
Do. 4 P.M. Do. 68.
BAROMETER—9 A.M. 30.186
THERMOMETER—9 A.M. 74.
Do. 9 A.M. (Wet Bulb) 68.
Do. Maximum 74.
Do. Minimum (over night) 72.

Intimations.

CITY HALL.

OPENING PERFORMANCE,
SATURDAY, Nov. 5th.

WILLARD'S WANDERERS' COMPANY.

Introducing:
MISS ANNIE BEESFORD,
Soubrette, Vocalist, and Danseuse.
MISS VERA LYLE,
Barlesque Actress & National Vocalist.
MISS CONSTANCE CARLTON,
Serio and Soubrette.
THE SISTERS CARLTON,
Dialect and Society Sketch Artistes.
MISS ALICE VERNIE,
Serio, Danseuse, and Pianiste.
MR. PEMBERTON WILLARD,
Character Comedian, Instrumentalist,
and Terpsichorean Artiste.
MR. NEIL CARLTON,
Eccentric Lead.

The Great Protean absurdity
"KITCHEN REVELS,"

Introducing:
MR. & MRS. MALONE
(An aged Irish couple);
The Musical Academy,
MRS. M'GIBBY GEE,
The St. James's Hall Christys and the
Dancing Quakers.
(As performed for upwards of 1,000
nights at the principal Theatres of
Great Britain and Ireland).

MISS VERA LYLE'S
NATIONAL EMBLEMS.

MR. PEMBERTON WILLARD,
"A merrier man, within the limit of
becoming mirth, I never spent an hour's
talk withal."—Shakespeare.

NEW & MARVELLOUS MUSICAL
METAMORPHOSIS.

Without putting anything on, or taking
anything off, without assistance
of any kind.

The most extraordinary and complete
transitions ever witnessed.

MISS CONNIE CARLTON'S
SERIO COMIQUE GEMS.

MRS. TIM MAGEE,
Will Dance a Rale Irish Reel.

Celebrated imitation of the Christy's
Great America Banjo Eccentricities
and Champion,
BONE SOLO OF THE WORLD.

MISS ANNIE BEESFORD'S
OPERATIO MELODIES.

The following Répertoire will be
selected from during our stay here:—
Forty Thieves (Barlesque); Robbing
Boy, or, Scotch'd but not Kilt (Bar.);
Don Juan Junior (Bar.); Joan of
Aro (Bar.); Liz (Drama); Pygmalion
and Galatea (Oom.)

Under the Rose, Sweethearts, &c., &c.

Dress Circle and Stalls \$2.00
Pit \$1.00

Ladies unaccompanied by Gentlemen
not admitted.

Plan of Reserved Seats at Messrs.
Kelly & Walsh's.

Hongkong, 1st November, 1881.

C. L. THEVENIN,
COMMISSION AGENT,
WINE AND SPIRITS MERCHANT.
CHAMPAGNE, BURGUNDIES,
COGNACS, SHERRIES, LIQUEURS,
WHISKY &c., &c.
HONGKONG HOTEL BUILDING.

MAILS.

The following mails will close:—

TO-DAY, 1st November,—
For Manila, per Joloano, at 3.30 p.m.
For Hoihow and Haiphong, per Olympia,
at 5 p.m. For Shanghai, per
Strathmore, at 5 p.m. For Swatow
and Shanghai, per Yu-yew, at 5 p.m.

TO-MORROW, 2nd November,—
For Nagasaki and Yokohama, per Ma-
lacca, at 11.30 a.m. For Saigon, per
Lido, at 5 p.m.

On THURSDAY, 3rd November—
For Straits and Bombay, per Avoca, at
2.30 p.m. For Port Darwin, Cook-
town, Townsville, Brisbane, Sydney,
Melbourne, &c., per Ocean, at 3.30
p.m. For Bangkok, per Prinz Hein-
rich, at 2.30 p.m. For Swatow, Amoy
and Foochow, per Namoa, at 4.30
p.m.

MacEWEN FRICKEL & Co.

GENERAL STOREKEEPERS, &c.

HAVE FOR SALE.

Groceries.
Crosse & Blackwell's, Celebrated House-
hold Stores.
John Moir & Sons', Celebrated House-
hold Stores.

American Stores of all descriptions.
Huntley & Palmer's BISCUITS & CAKES,
BUTTER, Danish & French, Philippe
& Canada's PATES &c.,
CHUTNIES & CURRY
POWDER, TEYSSONNET'S
FRUITS in juice.

COFFEE, SUGAR, &c., &c.
Wines, Spirits, &c.
OUTLER PALMER & Co.'s "CARTE
BLANCHE" HEIDSIO & Co.'s MO-
NOPOLE, pts. and qts. ADOLPHE
COLLIN'S BOUZY CABINET.
MUMM'S (Jules) CHAMPAGNE
pts. and qts.
NEYEN'S (Boden) BOUZY,
pts. and qts.

Charles Heidsieck's WHITE SEAL,
pts. and qts. VEUVE OLIVIER POU-
SARDIN, pts. and qts. Theophile Ro-
derer & Co.'s VERZENAY MOUSSEUX,
pts. and qts.
Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHAT-
EAU MOUTON, LORMONT, pints,
and quarts.
ABAUZAN (Chateau), pints and quarts,
ERMITAGE LUDON, THIBCEUF
(Chateau), pints and quarts.
CHATEAU LAROSE (Ouroier & Adet's),
pints and quarts.
CHATEAU LAFITE, pints and quarts.
IRES GRAVES, pints and quarts.
BREAKFAST CLARET, pints & quarts.
OLD INVALID CLARET.
St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.
Chambertin, Chablis (White), Liebfra-
umlich, Hockheimer, Niersteiner, Stein-
berger Cabinet, Rudesheimer
Berg, Konstantin Victoria Berg,
Chateau Yquem, Grand
Vin, Haut Sauterne
Marsala, Saccione's
Pale Dry White Seal Sherry, Yellow Seal
Amontillado Sherry, Outler Palmer
and Co.'s Sherry, Invalid
Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.
1, 2 and 3-star Hennessy's Brandy,
La Grande Marque Brandy,
Outler Palmer & Co.'s
Brandy, Ruyet Guillet & Co.'s Brandy,
1 to 4 stars, Finest Old Bourbon
Whisky, highly recommended,
Kinahan's L.L. Irish Whisky,
Jamieson's Irish
Whisky, Royal Glendoe
Whisky; AVH Gin, Swains
Boord & Co.'s Old Tom
Gin; La Grande Chartreuse, Green
and Yellow, Maraschino de Zara, Curacao,
pints and quarts; Angostura,
Baker's and Orange Bitters,
&c., &c.

BASS'S ALE, bottled by Cameron and
Saunders, pints and quarts.
GUINNESS'S STOUT, bottled by E &
J. Burke, pints and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by
the Gallon.
Fine ALE, bottled by MacEwen, Frickel
& Co. ALE and PORTER, in hogsheads.

Ærated Waters.
SODA WATER,
LEMONADE,
TONIC WATER,
SARSAPARILLA,
&c., &c., &c.

The Finest Stocks of
CIGARS, CAVITE CHEROOTS,
PRINCESS CHEROOTS,
PRINCESS CIGARS, ARROCEROS,
VEGUEROS,
&c., &c.

"PERFECTION" All Specially
Selected.
EMPRESS OF INDIA, and Best NAVY.
STATIONERY, BOOKS &c.

"Franklin Square" Library,
"Seaside" Library,
Harper's Half-hour Series.
French Novels.
Medical Works.
School Books.
Presentation Books.

Works of reference &c.
Stationery for Ladies and Office use.
Direct from the manufacturers the best
and Cheapest in Hongkong.
Special orders in this line executed on
very moderate terms.
Papers ruled to any pattern and stamped
Plain, cameo or relief.
Dies engraved to order. Office requisites
of every description.
Milner's Fire Proof Safes; Cash and Deed
Boxes, Brushware.

Cutlery, Crockery, and Glassware.
Builder's Hardware material, Sporting
Guns, Revolvers and Sporting
ammunition.
Sailmaking and Rigging promptly exe-
cuted.

CHAIR AND BOAT HIRE.

Legalised Tariff of Fares for Chairs, Chair Bearers, and Boats, in the Colony of Hongkong.

CHAIRS AND ORDINARY PULLAWAY BOATS.
Half hour, 10 cents.
Hour, 20 "
Three hours, 50 "
Six hours, 70 "
Day of 12 hours, One Dollar.

TO VICTORIA PEAK.
Single Trip.

Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
Return (direct or by Pole-foo-lum).
Four Coolies, \$1.50
Three Coolies, 1.20
Two Coolies, 1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA SEAT).
Single Trip.

Four Coolies, 60 cents.
Three Coolies, 50 "
Two Coolies, 40 "
Return (direct or by Pole-foo-lum).
Four Coolies, \$1.00
Three Coolies, 0.85
Two Coolies, 0.70
The return fare embraces a trip of not more than three hours.
For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip } Peak, ..\$0.75 each Coolie
(12 hours) } Gap, ..\$0.60 each Coolie

Licensed Bearers (each).

Hour, 10 cents.
Half day, 35 "
Day, 50 "

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 800 or 900 piculs, per day, \$3.00
1st Class Cargo Boat of 800 or 900 piculs, per Load, \$2.00
2nd Class Cargo Boat of 600 piculs, per day, \$2.50
2nd Class Cargo Boat of 600 piculs, per Load, \$1.75
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per day, \$1.50
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Load, \$1.00
3rd Class Cargo Boat or Hakau Boat of 300 piculs, per Half day, \$0.50

SAMFANS.
or Pullaway Boats, per day, \$1.00
One Hour, \$0.20
Half-an-hour, \$0.10
After 6 P.M., 10 cents extra.
Nothing in this Scale prevents private agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.
One Day, 33 cents.
Half Day, 20 "
Three Hours, 10 "
One Hour, 5 "
Half Hour, 3 "
Nothing in the above Scale is to affect private agreements.

For Sale.

FOR SALE.

ANGLO-CHINESE CALENDAR FOR 1881.

NEATLY PRINTED ON CARD BOARD.
PRICE:—10 cents.
DE SOUZA & Co.

FOR SALE.

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen.—Price 50 cents.
DE SOUZA & Co.
Hongkong, 28th June, 1881.

JUST RECEIVED.

A SELECTED ASSORTMENT of MENU CARDS, SEAT CARDS, VISITING CARDS.

Apply to:
DE SOUZA & Co.
FOR SALE.

A TABLE
Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.
Price:—20 cents.
DE SOUZA & Co.

Intimations.

D. K. GRIFFITH & Co.
MANUFACTURERS OF THE
LONDON AERATED
WATERS,
AND GENERAL AGENTS.
7, Beaconsfield Arcade.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.
Good accommodation for Visitors,
English and American Billiards.
Dinner at One o'clock.
Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK,
Proprietor.

C. L. THEVENIN.

WINE AND SPIRIT MERCHANT,
AND COMMISSION AGENT.
HONGKONG HOTEL BUILDING,
QUEEN'S-ROAD CENTRAL.

J. ULLMANN & Co.

42, QUEEN'S-ROAD, CENTRAL, 42.
Importers of WATCHES,
CLOCKS, MUSICAL BOXES, MARINE
and EYE GLASSES, in great
varieties, and General Goods.
N.B.—Watches carefully repaired
at moderate rates.

A. MILLAR & Co.,

PLUMBERS, GASFITTERS,
COPPERSMITHS, AND BRASS-
FOUNDERS, OFFICE AND WAREHOUSE
FLETCHER'S BUILDINGS, QUEEN'S-ROAD
EAST. WORKS—SPRING
GARDENS, WANCHAI

To be Let.

TO LET,

Immediate Possession,
TOP FLOOR of No. 8, Queen's Road
Central (above Mr. NOLAN'S).
J. M. GUEDES, Jun.
Hongkong, 3rd October, 1881.

TO LET.

HOUSES at SPRING GARDENS.
Apply to
F. PEREIRA,
215, Wanchai Club.
Hongkong, 7th September, 1881.

For Sale.

FOR SALE CHEAP.

A First-Class PONY PHAETON
by Lenny of Croydon.
Apply to
M. A.
The "Hongkong Telegraph" office,
Hongkong, 24th June, 1881.

FOR SALE.

AUSTRALIAN WINES,
PORT AND SHERRY,
of the finest quality, from Coolata
Vineyard, Brantford, Hunter River,
N.S.W.

Apply to
R. FRASER-SMITH,
Club Chambers.

FOR SALE CHEAP.

BOWLING ALLEYS.

WITH BALLS, PINS, &c.,
Complete.
The Alleys are 79 feet in length,
and were laid down about a year ago,
at a cost of over \$600. They have
seldom been played on, and are in
splendid condition.

Will be sold a bargain.

Apply to
R. FRASER-SMITH,
Club Chambers.
Hongkong, 1st July, 1881.

NOTICE.

BOOKBINDING AND RULING IN
ALL ITS BRANCHES EXECUTED
AT VERY LOW RATES, AT THE
"HONGKONG TELEGRAPH"
OFFICE.

Account Books ruled to any pattern.
Music bound in Elegant Style
with Best Materials.

"Telegraph" Office, Hongkong.

NEW DIRECTORY

FOR THE FAR EAST.

A NEW DIRECTORY FOR
CHINA, JAPAN, AND THE
PHILIPPINES,

FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,
ENTITLED

"THE HONGKONG DIRECTORY
AND HONG LIST FOR THE
FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *va de mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG BY FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong,
October 1st, 1881.

SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—No. 1 extending from Green Island to the P. and O. Company's Wharf; No. 2 from the P. & O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; No. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; No. 4 from the Government Wharf to the Wanchai Pier; and No. 5 from the Wanchai Pier to Kellott's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Activ	3	Oct. 29	Revelback	Danish	268	Arnhold, Karberg & Co.
Avoca	2	Oct. 25	Hassall	British	904	P. & O. S. N. Co.
Brutus	3	Nov. 1	Voegel	German	460	Wielor & Co.
Cassandra	3	Sept. 29	F. Ahrens	German	1097	Siemssen & Co.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Danube	2	Oct. 31	Clanchy	British	561	Yuen Fat Hong.
Devoishire	4	Oct. 24	Pervis	British	1513	Russell & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Fu-yew	3	Oct. 30	Oroad	Chinese	920	C. M. S. N. Co.
Gordon Castle	4	Nov. 1	Waring	British	1320	Adamson, Bell & Co.
Hardwick	3	Oct. 31	Topp	British	715	C. M. S. N. Co.
Hongkong	1	Oct. 28	Kennett	British	67	K. Acheong & Sons.
Japan	*	Oct. 6	Gardner	British	1865	D. Sassoon, Sons & Co.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kiung-chow	2	Oct. 10	A. Love	British	159	Chinese.
Lido	2	Oct. 27	Puddicombe	British	630	Adamson, Bell & Co.
Malacca	3	Oct. 28	Weighell	British	1044	P. & O. S. N. Co.
Nelson	4	Oct. 28	Thom	British	897	Geo. R. Stevens & Co.
Ocean	2	Sept. 11	Webber	British	1039	Geo. R. Stevens & Co.
Olympia	3	Oct. 29	Wagner	German	783	Siemssen & Co.
Pernambuco	2	Oct. 29	Hyde	British	634	Melchers & Co.
Prinz Heinrich	2	Oct. 29	Hofmann	German	872	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun-on	2	Oct. 25	Plumenberg	Annamese	136	Shun Wo Yuen
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Strathmore	3	Oct. 31	Rowell	British	1383	Russell & Co.
Vorwarts	3	Oct. 27	Marussig	Austrian	1816	Melchers & Co.
Wm. Mackinnon	3	Oct. 31	J. Oreille	Dutch	1323	Jardine, Matheson & Co.
Yangtze	* Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tak	Annamese	1200	Captain.

* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. ** Patent Slip.

Sailing Vessels.

Adela	4	Oct. 18	Logemann	Get. bark	1132	Melchers & Co.
Agnes Muir	3	Oct. 31	J. Lowe	Brit. ship	901	Arnhold, Karberg & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Breim	3	Oct. 23	Timpe	Ger. bark	360	Wielor & Co.
B. H. Sternken	2	Oct. 12	J. U. Meyer	Ger. brig	235	Melchers & Co.
Citadel	3	Oct. 19	Stewart	Br. 3-mast	245	Kong Kee.
Clara	3	July 20	Cutler	Brit. bark	930	Vogel & Co.
Daniel Barnes	3	July 22	J. G. Stoyer	Amer. ship	1485	Vogel & Co.
Dharwar	4	Oct. 21	Hutchins	Brit. ship	1300	Gibb, Livingston & Co.
Edmond Phiney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Ellon	3	Oct. 19	Hodge	Brit. bark	499	Ghee Aik Hong.
Elvira Dorals	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Espérance	3	Oct. 19	Normant	Fren. bark	272	Carlowitz & Co.
F. de Lesseps	4	Oct. 16	Matelot	Fren. bark	480	Carlowitz & Co.
Gustav	4	Oct. 18	Raben	Ger. bark	656	Siemssen & Co.
Gustav & Marie	2	Oct. 31	Buhrsch	Ger. bark	357	Wielor & Co.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Howard	4	Oct. 28	Samuel Pray	Amr. bark	1033	Captain.
Helicon	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hindustan	** Sept.	10	Belyen	Brit. ship	1547	Captain.
Hope	4	Oct. 7	Curly	Amer. ship	797	D. Lapraik & Co.
Isberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Kassa	2	Oct. 23	Brown	Brit. bark	312	Chinese.
Laurens	4	Oct. 7	A. Snow	Amer. ship	808	Melchers & Co.
Lizzie C. Troop	4	Oct. 17	D. W. Coorning	Brit. ship	1391	Captain.
Luoy	2	Oct. 30	Habekost	Brit. schr.	219	Chinese.
Marie Alfred	3	Oct. 19	Bregon	Fren. bark	308	Chinese.
Moncar	4	Oct. 21	Taylor	Amr. ship	1265	Captain.
Morning Star	3	—	Michaelson	Siam. bark	570	Chinese.
Phoenix	1	Oct. 7	F. Graf	Ger. bark	683	Arnhold, Karberg & Co.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Regulus	4	Oct. 17	S. Mayor	Ger. ship	1145	Melchers & Co.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Spartan	5	Feb. 6	Vincent	Amr. schr.	81	W. H. Ray.
Souvenir	4	Oct. 16	Williams	Brit. bark	482	Captain.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Syren	2	Oct. 5	Bratun	Ger. ship	875	D. Lapraik & Co.
Tartar	2	Oct. 22	Kasimbas	Ger. brig	256	Melchers & Co.
Titan	5	Sept. 22	O. M. Norris	Amr. ship	1229	Geo. R. Stevens & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1303	Arnhold, Karberg & Co.
Velocity	2	Oct. 23	R. Martin	Brit. bark	490	Pustar & Co.
Waggon	2	Aug. 26	Dibbern	Ger. schr.	179	Captain.
Wega	3	Oct. 5	A. Leopold	Ger. ship	1115	Melchers & Co.

* Cosmopolitan Dock. ** Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.

RIVER STEAMERS.

Vessels.	Captain.	Flag.	Tons.	Owners or Agents.
Ichang	J. Ogston	British	700	Batterfield & Swire.
Kiu-Kiang	T. Benning	British	1051	H. O., & Macao Steam-boat Co.
Kiang-ping	—	Chinese	350	China Merchant S. S. Co.
Powai	A. G. Carey	British	1890	H. O., & Macao Steam-boat Co.
Spak	Lefavour	British	140	H. O., & Macao Steam-boat Co.
White Cloud	Hayland	British	652	H. O., & Macao Steam-boat Co.
Yotai	McDougall	British	250	Kwok Acheong & Sons.